

RED CROSS WILL SELL BAGS TO RAISE FUNDS

Money to Be Used Exclusively for Sufferers in the United States.

Mi-Careme Ball Will Follow Sale to Be Held at Rauscher's Beginning Wednesday.

Bags of all kinds, sewing bags, vanity bags—the kind with the little mirror in the bottom—comfort bags, clothes bags, and even sand bags, the kind with a little policeman on the top to keep the swinging door open, are being collected at the home of Miss Mabel Boardman, 1801 P street north-west.

Wednesday, at 2 o'clock in the afternoon, they will be placed on sale at Rauscher's, and the proceeds are to be turned into the American Red Cross channels for use in taking care of sufferers in the United States. None of the funds gathered as a result of this sale will be used abroad.

The bags come from people from almost every state in the Union, but many of them now are residing in Washington. A great many of the bags came from the wives and the families of senators and representatives, who ordered them sent from their home states.

Great Price Range.

The prices will range from 25 cents to \$25. Nearly every room in the Boardman home has its quota of bags, each room having a certain class.

The patronage in charge of the various tables will be:

Miscellaneous bags—Mrs. Marshall and Mrs. Chapman Clark, in charge of congressional ladies—Bessie J. Dresser, vests, shoes, fans and slippers, opera glasses, powder puffs, bathing suits, laundry, towels, handkerchiefs, and tennis balls, sachets, handbags and vanity bags.

Sewing and fancy work bags—Mrs. White, Mrs. McKenna, Mrs. Holmes, Mrs. Hughes, Mrs. Van Deventer and Mrs. Pitney—Sewing bags, for sport, room, dressing, rooms, bachelors, mending, knitting and fancy work bags.

Travelers bags—Mrs. Lansing, Mrs. Burleson and Mrs. Lane—Bags for gloves, shoes, slippers, hats, handkerchiefs, sponges, wash cloths, toilet articles, week-end sets, etc.

Comfort bags for soldiers and sailors—Mrs. Daniels, Mrs. Franklin Roosevelt and Mrs. Hugh Scott, in charge of the united service ladies—Bags for soldiers and sailors of the United States of America and those of other countries.

Candy bags—Mrs. Houston—Bags of all kinds of candies.

The committee on bag sale is Miss Mabel T. Boardman, chairman; Mrs. William Crozier, Mrs. E. A. Kepp, Mrs. Robert Patterson, Mrs. Marshall Field, Mrs. Joseph Leiter, Mrs. E. H. G. Slater and Mrs. Richard Townsend.

Will Give Ball.

Beginning at 5 o'clock Wednesday evening, there will be a mi-careme ball, the program for which is as follows:

Minuet: The Misses Laura Delano, Grynga Raybould, Caroline Nash and Evelyn Gleason; The Misses Alva Bernhardt, Lieut. Edwin Watson, Morris Voick and Montgomery Angell.

Bag dance in charge, Miss Gladys Ingham and Miss Frances Hearst.

The bag—what's in it? Pas seul: Miss Manuela de Pena.

Bagged dance: The Misses Frances Williams, Elenore Morgan, Frances Moore, Helen Wolcott and Elizabeth Harding in charge; Miss Slater, in charge.

Baggie dance: The Misses Catherine McClintock, Cora Barry, Caroline Ogden-Jones, Ruth Anderson and Mrs. Newbold Noyes.

OLD STATE DEPARTMENT DESK

The Omaha World-Herald Says Mr. Bryan Took as a Souvenir.

From the New York Times.

"This invaluable old desk," Mr. Hitchcock's paper calls it, with recurring emphasis on its value. It is a valuable desk, certainly. At that desk Seward returned Russia's historic favor to us and bought Alaska. Fish conducted the correspondence and finished the negotiation of the Alabama award, and sent the instructions that caused Spain to surrender on the eve of war over the Virginias. Washington went from it to perform his great services in the Franco-Prussian war, at it Evans added to the lustre of his name and ours. Blaine began the work of bringing the two Americas together and conceived the first pan-American idea. It was here that the American people were brought England to terms over Venezuela. Sherman and Hay conducted the preliminaries to the peace with Spain. Hay opened the door to China and saved the old empire from the wolves; renewed Blaine's work in the southern hemisphere and went to that desk to his get-together tour of that America. It is a desk heavily laden with great historic memories, a desk that is a part of the history of the United States. At that desk, too, Bryan sat when he negotiated twenty-nine peace treaties that made war forever impossible, just before the present skirmish in Europe broke out, and at that desk he wrote his letters to Victor Hugo and to his people for the great democratic cause. A great deal of American history has been written on it, and Mr. Bryan sat at it, and carried it off to Fairfeld county, Conn., to repose among the hills and his visit to Japan and the Philippines and the original drawings of cartoons in the hall and in the sitting room and the copy of "The First Battle" on the center table. Fairfeld is the name of his house; it was thoroughly equipped and quite an interesting place to live. We do not see why the World-Herald should think as it does. It may not have meant such a thing, but from its style of conversation one would imagine that Mr. Bryan carried off that desk as loot.

Sad Memories.

From London Sketch.

Wife (at dinner)—You don't seem to like rice.

Husband—No; it is associated with one of the greatest mistakes of my life.

ENTITLED TO IT.

Country Reporter—That drunken Bill Spender has just been killed in that second-hand flivver of his.

Editor—Just say, "Our esteemed fellow townsman, William Spender, meets his death in his \$5.00 touring car." Bill paid his subscription yesterday.

50 DEADLY PANIC, SAYS PARIS REPORT

(Continued from First Page)

was clear and beautiful. I saw a torpedo coming toward the steamer. The wake was plainly and unmistakably visible. "The moment it reached us there was a terrible explosion. Many persons were blown into the water. I saw some killed before my eyes."

"Rifles and boats were lowered. I climbed upon a raft. Some persons were drowned about me. I was picked up by a lifeboat. Many persons were injured."

Mr. Bemis has made a deposition at the American embassy.

London Consulate Gives Corrected List Showing Americans Who Sailed

LONDON, March 25, 6:15 p.m.—A corrected list of the American passengers aboard the cross channel steamer *Sussex*, compiled from the records in the London consulate in London, is as follows:

Gertrude W. Warren of St. Louis, Mo.; J. Mark Baldwin, Elizabeth E. Baldwin and Helen G. Baldwin of Baltimore, Md.

Alice Ruiz of Lyon, Colo.

Edna P. Hilton, Dorothy W. Hilton, Gertrude L. Barnes, Francis E. Drake, Edward H. Huxley, Edna S. Ward, Lillian D. S. Harde, Henry S. Beer, Ida Beer, Joshua Dickinson, Armistead, Edward Marshall and Edna Hale, all of New York.

Callopie Anastasia Fennell, 1 east 4th street, New York.

Tingie W. Culbertson of Lewisburg, Pa.

Daniel Sargeant of Wellesley, Mass.

John H. Huxley of Albany, N. Y.

Samuel S. Bemis of Bedford, Mass.

Wilder G. Penfield of Hudson, Wis.

Charles Thomas Crocker, Jr., of 195 Prospect street, Fitchburg, Mass.

Tells of Miraculous Escape.

Edward H. Huxley, president of the United States Rubber Export Company, said regarding the fate of Miss Elizabeth Baldwin.

"Miss Baldwin was standing near the bridge with G. Penfield of Merton College, Oxford, and a young American, who was on his way to join the Red Cross, when the explosion occurred. Both she and Penfield miraculously escaped death, but their companion, whose name I do not know, has not been seen since the disaster, so far as I have learned."

Dover Report of Death.

Another report, from Dover, stated that Charles Crocker, an American, said that Miss Baldwin was killed by the explosion.

Mr. Crocker stated that his cousin, G. H. Crocker, and Miss Baldwin were standing at the bow leaning over the rail when the vessel was struck. Miss Baldwin was killed and G. H. Crocker badly injured and made unconscious. Mr. Crocker stated.

Gives Thrilling Story

Edward H. Huxley, president of the United States Rubber Export Company, who witnessed the catastrophe from beginning to end, states that several passengers and a number of members of the crew undoubtedly were blown to atoms by the explosion.

Mr. Huxley told the Associated Press a remarkable story of the manner in which the forward part of the *Sussex* was torn off at the captain's bridge. The remainder of the vessel was so little damaged that even the electric lights continued to burn.

Mr. Huxley described the scene after the explosion as horrible. He could give no estimate of the number of persons killed further than to say that many lives were lost. He would venture that there was a muffled explosion caused by a mine or a torpedo.

"We left Folkestone at 1:30 p.m.," said Mr. Huxley, "and the weather was smooth. The sun was shining and the steamer made good time."

"I was standing on deck, just aft of the captain's bridge, chatting with Mr. Drake. I had just looked at my watch and noticed that it was 3:05 p.m., when suddenly there was a muffled explosion. The whole forward part of the ship seemed to rise in the air, and was torn to pieces. The vessel broke in two, and the *Sussex* had been cut in two at the bridge as cleanly as if it had been done with a knife."

Jump Overboard to Death.

"For a short time there was pandemonium. Shrieks of women mingled with cries of the wounded. Some fifteen or twenty persons were drowned by jumping overboard."

"It soon became apparent that the latter part of the ship, which was maintained at even keel and holding steady, was in no immediate danger of sinking and the panic virtually ceased. Passengers then set about giving first aid to the injured and helping to get the boats lowered. Several injured persons were buried in the debris near the bridge."

"Seventy persons, all terribly injured, were dug out of the wreckage and several badly mangled bodies were found. Undoubtedly other bodies were torn to pieces. I will not dwell on this scene. Suffice it to say it was the most awful thing I ever witnessed."

Believes Sailors Perished.

"There must have been passengers in the forward part of the ship, which was blown away," Mr. Huxley continued, "and I believe a large number of the crew were below in this section, as few of them were seen. All those on the forward part of the ship undoubtedly perished."

"As soon as possible boats were lowered, passengers assisting. Five boats were put over. The first three had about thirty or forty persons in them, there being about an equal number of men and women. The fourth boat turned over and the five persons who were clambered on top. We threw overboard chairs, rafts and anything which would tend to assist them, but only four of them were rescued, so far as I know. The fifth boat had only four or five people aboard and this craft appeared to be waterlogged. These boats stayed near the ship, and at the end of an hour the captain called them back and the people were taken on board again."

French Trawler Gives Aid.

"It was 11:30 p.m. before we were able to get help. At that time a French trawler came along and took off all the men. At about the same time a British torpedo boat came alongside. Her commander came on board and took charge of affairs."

"The passengers did everything possible for the wounded on board the *Sussex*," said Mr. Huxley. "The American woman doctor did fine work, and Mr. Penfield, although suffering from a badly shattered leg, directed the first aid for others. His heroism was magnificent. He is now among the injured in the Dover hospital."

"It is remarkable, I think, that the electric light plant was not put out of commission and that there was steam up on the vessel all the time. The engines worked the propellers, however, were out of commission. That the after part of the *Sussex* did not fill probably was due to the fact that many life boats were piled against the bulkheads when the mail was put on board, the bulkheads thus being reinforced."

Six Lifeboats on Ship.

"There were six lifeboats on board the

Sussex. Only two of these were swung out, ready to lower, at the time of the accident. These were the two forward boats.

"As to the cause of the explosion, I would not venture an opinion. As we were leaving Folkestone we passed a transport at her pier. If a submarine was responsible for the damage to the *Sussex* it is possible the undersea craft mistook us for a transport and saw the mine we must have hit it full on the prow of the *Sussex*."

Speaking of the damage to the *Sussex*, Mr. Huxley said the dining saloon was demolished.

Six Americans Reach Dover.

There were six Americans among the seventy survivors of the *Sussex* who reached Dover today on a British destroyer. The majority of the survivors agree with the opinion of the French admiralty that the *Sussex* was torpedoed by a submarine.

The Americans landed at Dover were: Francis Drake, Edward H. Huxley, Edward Marshall, Charles T. Crocker, George H. Crocker and Wilfred G. Penfield. G. H. Crocker and Mr. Penfield are in a hospital with fractured skulls.

The American survivors reported that Mrs. D. W. Hilton, T. W. Culbertson and Daniel Sargeant had been rescued. Dispatches from Boulogne report the arrival there of John H. Huxley and Samuel S. Bemis.

Nothing has been heard of the twelve other Americans who were aboard the *Sussex*, however, as a great majority of the rescued passengers were landed at Boulogne, it is possible they may be among them.

It is estimated officially that the loss of life will reach fifty. These were either killed by the explosion or drowned when one of the lifeboats capsized. Two passengers, a man and a woman, both Belgians, died in a hospital at Dover tonight.

It has been reported that Robert W. Biles, secretary of the United States embassy at Paris, and his wife were aboard the *Sussex*, but, as a matter of fact, they are still in London.

CROCKERS ON WAY TO FRONT.

Fitchburg Men on *Sussex* Were to Join Horse Ambulance Service.

FITCHBURG, Mass., March 25.—Charles Thomas Crocker, Jr., who was a passenger on the steamship *Sussex*, damaged by an explosion in the English channel, is the son of Charles T. Crocker of the firm of Crocker, Burbank & Co., paper manufacturers of this city.

John H. Crocker, Jr., is a son of another member of the paper manufacturing firm. They left this country together, with the intention of joining the horse ambulance service of the Blue Cross. George H. Crocker, Jr., is a Harvard student.

The senior Crockers are widely known as golf players.

CULBERTSON PRINCETON MAN.

Left Pittsburgh to Join American Ambulance Corps in France.

PITTSBURGH, March 25.—T. W. Culbertson, whose name appears in the list of Americans on board the *Sussex*, left here two weeks ago to join the American ambulance corps in France.

He was a Princeton graduate of 1913 and a son of the late J. D. Culbertson, a leading manufacturer of this district.

PENFIELD RHODES SCHOLAR.

Wisconsin Student on Way to Work in Hospital in France.

Hudson, Wis., March 25.—Wilder G. Penfield, reported as having been injured in the steamship *Sussex* disaster, is a Hudson boy, attending Oxford University as a Rhodes scholar. He is studying medicine, and was on his way to France to work in an American relief hospital. He was a graduate in the 1913 class at Princeton University.

He was a foot ball coach at Princeton in 1914, and went to England in January, 1915.

TORNADO KILLS 8 PERSONS

Home of Farmer Who Lived Near Davis, Okla., Is Totally Demolished.

DAVIS, Okla., March 25.—Eight members of the family of Alexander Edgemond, a farmer, living two miles east of here, were killed last night when a tornado demolished their home.

The dead are Mrs. Edgemond, her mother, a son and his wife, and four young children.

Edgemond was the only one to reach the open before the house collapsed.

Sweeps Strip Eight Miles Long.

When the storm, which intermittently swept a strip about eight miles long, struck the house, the family was about to take flight to a nearby storm cave, the father being the only member to reach the open before the house crashed in. Edgemond then crawled under a barn, which was unharmed by the wind.

The town of Davis was not struck by the tornado, although farmhouses in the vicinity were either partially or totally demolished. Other families had sought safety in their dugouts.

WOMAN VICTIM OF STORM.

Tornado at Georgetown, La., Causes Death and Property Damage.

ALEXANDRIA, La., March 25.—Reports received here stated that ten houses were demolished and a Mrs. Charrier was killed by a cyclone today at Georgetown, La. A small village thirty-five miles north. Another woman was reported seriously injured.

Selma and Rochelle reported the wind came from the west and blew down the mills and other buildings near those towns.

Growing Colored Cotton.

From the Providence Journal.

"At this crisis in the dyestuffs industry it should be particularly interesting to learn that a southern experimenter has discovered, or invented, a way to color cotton in the plant."

If the report is to be believed he can grow red, brown, yellow and black cotton already, and, with such immediate results in primary colorings, progress in the production of delicate shades will be expected as not far off.

Pinks that are not pink and roses that are not rose colored are common enough, and we have heard somewhere of green violets and indigo blue apple blossoms.

Is there any way to achieve these results with wool? If so, our textile manufacturers would be practically independent of the dyer. Besides, a flock of purple, green, red and yellow sheep, with the common black and white, would be a sight to behold, and to the landscape and contribute to the eye-filling joys of nature.

BOUNDED TO SUCCEED.

Belie—What would you do if you were a millionaire, Percy?

Percy (a poet)—I'd hire a body-guard and present my poems personally!

FRIENDS WAIT WORD OF BALTIMORE GIRL

(Continued from First Page)

Baldwin had been working. This benefit performance was given early in January last year at the New Richmond Hotel. Many persons prominent in Washington society assisted as patrons.

Speaking of the damage to the *Sussex*, Mrs. Robert Lansing, wife of the Secretary of State, and these other wives of cabinet members, Mrs. Daniel R. Burleson, Mrs. Lane and Mrs. Redfield; these wives of United States senators, Mrs. Vernerne, Mrs. McLean and Mrs. Reed; Mrs. Joseph W. Folk, wife of the counsel of the interstate commerce commission; Mrs. William Hamilton Bayly, president of the Young Woman's Christian Association.

Two New Attacks Upon Ships With Americans Aboard Create Tension

The channel steamer *Sussex*, damaged Friday in the English channel, and the British steamship *Englisman*, destroyed by an explosion, both carrying American citizens, were torpedoed, according to consular reports received by the State Department yesterday. Flat statements that torpedoes were employed in both cases, but the consuls did not give the source of their information.

Twenty-Five Americans Aboard.

Twenty-five Americans were on the *Sussex*. Whether any of them lost their lives or were injured was not established by the official reports, though news dispatches indicated that Americans might have been lost. Four Americans, employed as horse handlers, were aboard the *Englisman*. None was among the rescued landed at a port.

Coming at a time when the State Department was awaiting the result of an investigation of the sinking of the Dutch liner *Tubantia* and considering affidavits regarding an alleged submarine attack on the *Englisman*, the destruction of the *Englisman* and the damaging of the *Sussex* raised again the possibility of hostilities between the United States and the central European powers.

Consular Agent's Report.

The most important dispatch regarding the *Sussex* came from American Ambassador Sharp at Paris. He reported that the American consular agent at Dieppe, Walter P. S. Palmer, had informed him that the *Sussex* was torpedoed about six miles off the French coast, while carrying 385 passengers and crew of fifty-five, and that sixty to eighty passengers had been wounded or killed. Ambassador Sharp quoted Samuel Bemis, an American, as saying that he had seen several persons killed in the explosion.

The British government had informed him of the disaster, and supplied the names of the twenty-five American passengers.

Before the dispatches from Ambassadors Sharp and Page were received in Washington, the State Department had received information from available details of the *Englisman* and *Sussex* disasters were sent to consular and diplomatic representatives in England and France.

Does Not Alter Case.

First information regarding the Americans aboard the *Englisman* was received in a dispatch from Consul Armstrong at Bristol. The fact that the *Englisman* had carried her cargo to St. Nazaire, France, before starting on her return trip, during which she was destroyed, does not alter the case, in the opinion of officials. The State Department considers that the sinking of the *Englisman* does not give the character of a government auxiliary.

The numerous recent occasions in which ships carrying American citizens have met with disaster or have been sunk, and the fact that the *Englisman* had been a source of much concern in high administration circles, but the State Department is considering the matter with an open mind and will not determine upon a course until all possible information has been secured.

The possibility that mines might have been responsible has not by any means been excluded from consideration. In any case it is not definitely established just what destroyed the *Englisman* and damaged the *Sussex* the State Department probably will make inquiries of Germany as to whether its submarines were concerned.

Reports Not Conclusive.

Secretary Lansing made it clear last night that the reports so far received could not in any sense be considered conclusive.

It is possible all the cases of unexplained shipping disasters now under consideration may be incorporated in a single general note of inquiry, in which the evidence is cumulative.

The State Department now has ready for transmission to the American government another note regarding the attack by an American submarine on the American tank steamer *Petrolite*.

The note demands for indemnity and punishment of the submarine commander. It probably will be dispatched tomorrow.

Canadian Loan Books Closed.

NEW YORK, March 25.—Announcement was made today by the banking syndicate which underwrote the recent \$5,000,000 Canadian loan that the subscription books were closed this afternoon. It was said, however, that applications received through the mails before 10 o'clock Monday morning would be entered.

The New Torpedo.

From Popular Mechanics.

A weapon of the greatest value in coast defense is a torpedo that can be started at a target, steered to it, and will follow its quarry, and exploded at the right instant, all at the will of an operator working at the shore station. This torpedo alternately flashes a light and throws a jet of water above its surface, so that its course and position can be seen day or night. If the ship which it is aimed at is in the water, the torpedo can be turned around and steered back to shore, a feature of importance in the case of a mine-laying modern high-power torpedo costs upward of \$8,000. Current for driving the torpedo is obtained from an internal battery, which is recharged by means of a wire that is wound around the torpedo, and is connected with a generator at the shore station, the wire unwinding from the shaft as the torpedo moves forward.

CABLE STOCK SALE CASE

Philadelphia Purchaser of Interest in Film Company Files Charges in Court.

PHILADELPHIA, March 25.—Magistrate Baker today held under \$2,000 bail T. C. Laiborne Dobbins of 6336 Chestnut street and Robert W. Bulkley of Washington, D. C., alleged promoters of the Feature Film Company of Washington, D. C., in a case involving the sale of stock in the company.

Robert W. Bulkley, who resides at 1744 P street northwest, last night stated that he had no connection with the Feature Film Company and that the sale by him of any stock of that company was not authorized.

Mr. Bulkley said that more than a year ago, when the Feature Film Company contemplated enlarging its plant and engaging in the manufacture of films on a big scale, Mr. Dobbins, who had letters of introduction from well known business men, asked permission to acquire stock in the enterprise. No definite arrangement for the sale of stock was made with him, however. Mr. Bulkley said, and he heard nothing more of Mr. Dobbins until recently, when he was informed that Mr. Dobbins was selling stock in the film company.

Crandall Interest Sold.

Several days ago Mr. Bulkley says he learned that Dobbins had sold to D. H. Davidson for \$10,000 the stock in the company purporting to be the holdings of Harry M. Crandall of this city. Mr. Crandall sold out his interest in the concern more than a year ago, Mr. Bulkley explained. When Mr. Dobbins was arrested, in connection with the alleged sale of the stock, he asserted the responsibility rested on Mr. Bulkley, according to the latter.

Mr. Bulkley was summoned to appear before the authorities in Philadelphia in connection with the case and, accordingly, went there yesterday and conferred with the district attorney. Being confident that he would be absolved from all responsibility in connection with the sale of the stock, Mr. Bulkley said he offered no objection to giving bail to assure his appearance in court when the case is heard.

To assure his appearance in the capacity of a witness.

BABY TURTLES HARD TO RAISE.

W. P. Hay Tells of Experiences Before Biological Society.

Turtles may be hardy animals when they have reached maturity, but the job of raising a baby turtle is no child's play, according to W. P. Hay, who addressed the Biological Society of Washington on the subject at the Cosmos club last night. Mr. Hay told of starting with sixty-five young loggerheads nearly a week of rough weather, and head turtles three years ago, but all had died except two. The survivors enabled Mr. Hay to collect some scientific data to the growth of turtles.

Other papers read at the meeting dealt with the restoration of the dinosaur by R. W. Shufeldt, and biological and fish culture experiment station, by R. E. Coker. Some interesting lantern slides of sections of the American border and miscellaneous animals were shown.

IN ROUGH WEATHER FOR WEEK.

Disabled Ship Alamo Is Towed Safely Into Port.

NEW YORK, March 25.—The steamship *Alamo* of the Mallory line was towed safely into this port today, after experiencing nearly a week of rough weather, during which a heavy sea shattered her rudder post and her engines became disabled. Fifteen of the twenty passengers were carried to a sister ship, the *Sabine*, which sailed at once for Key West.

The *Alamo* left New York last Sunday and met with mishap the next day, when off Cape Hatteras. Wireless calls for aid brought the disabled ship to the Mallory liner *Algonquin* and the United States coast guard cutter *Onondaga*. The *Alamo* reached her first and towed her in.

Large Representative Enlisted.

The Senate devoted an hour yesterday to eulogies of the late Representative Witherspoon of Mississippi. Addresses were made by Senators Vardaman, Williams, Broussard, Thomas, Smith of North Carolina, Robinson, Norris and Poindeux.

SPANISH GARDENS—NEW MT. PLEASANT THEATER

Local Capital to Build It—Most Desirable Location in the City—Roof Garden for Summer Use—Elevators and Escalators

Mount Pleasant is soon to have a moving picture theater of which Washington may well be proud. It will be known as the Spanish Gardens.

The purchase of the Lyric Theater property and surrounding properties at 14th and Irving streets has enabled the Federal Amusement Company, Inc., to complete its plans for the erection of the largest and finest photo playhouse in the city.

BEST LOCATION IN THE CITY.

Experts who have inspected the site pronounced it the best in the city. Exhibitors of high-class photo plays are greatly pleased that Mount Pleasant has been chosen for the Spanish Gardens.

That section of Washington furnishes a very desirable location for photo playhouses now operating in Washington. With the exception of their homes, this class of amusement lovers will be largely augmented by the new theater.

LARGE LOCAL PATRONAGE.

It is conservatively estimated that 78,000 persons in Washington attend moving picture houses daily. Of this number about 13,000 are drawn from the Mount Pleasant section. When it is considered that most of these 13,000 patrons pay for their admission, it must be apparent that the Spanish Gardens, being housed in a building of this size, more than now take the trip down town.

The character of the plays to be presented is the best in the city. The management has decided that Spanish Gardens will be closed on Sundays. Spanish Gardens is the first of its kind in the modern moving picture world and will be conducting the view from the public and profitable to its stockholders. Every play will be critically censored and none but the best used. Patrons may be sure of only clean and wholesome